(vi) Digital MobileTrain Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps and hand signal lamps which have better visibility than the conventional kerosene lit hand signal lamps.

(viii) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers. Other modern training aids are being provided at training centres.

(ix) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(x) Periodical Safety Audit of Different Divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

(xi) Drivers are given Breathalyzer tests to check for alcohol consumption while signing on. Surprise checks are also done to identify defaulters.

(xii) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicate adoption of short cut methods and those who are found to be slack are takerrup.

Accidents avoided by awareness of Railways

440. SHRI D.RYADAV:
PROF. M. SANKARALINGAM:
SHRI MOTILALVORA:
SHRI H.K. JAVARE GOWDA:
SHRI J. CHITHARANJAN:
SHRI V.V. RAGHAVAN:
SHRI SURESH PACHOURI:

Will the Minister of RAILWAYS be pleased to state:

(a) details of the Railway accidents during last two years alongwith those avoided due to awareness of railway personnels and other people;

(b) what are the reasons of each of these accidents;

(c) the number of people killed/injured and the property damaged in these accidents;

(d) the amount of compensation paid so far; and

(e) the concrete steps taken so far by Government to prevent these accidents together with the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Statistical figures of consequential train accidents only are maintained and not for averted accidents. The details of railway accidents during the last two years (2000-01 and 2001 -02), along with the number of persons kiHed and injured, property damaged is placed below:—

SLNa Particulars	2001-01	2001-02
1. No. of accidents	473	414
2. No. of persons killed	216	267
3. No. of persons injured	488	778
4. Damage to railway property	Rs. 54.99 Crore	Rs, 54.51 Crore

The cause-wise details of the rail accidents in the period 2000-01 and 2001 -02 is placed below:—

Broad Causes	2000-2001	2001-2002
Failure of railway staff	293	248
Failure of other than Railway staff	109	103
Equipment failure	33	24
Sabotage	19	14
Combination of factor	4	
Incidental	11	20
Could not established	4	5
Under investigation	—	—
TOTAL:	473	414

(d) Compensation amounting to Rs. 302.66 lakhs has been paid for death/injury in train accidents for the period 1.4.2000 to 31.3.2002.

(e) Efforts to improve the Safety performance of the Railways are made on a continuing basis. Some of the steps taken in this regard are:—

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/-crore has been set up for renewal of over aged assets and for safety enhancement works.

(ii) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality maintenance system.

(iii) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.

(iv) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/journals on the run.

(v) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System Bogie Mounted Brake System on wagons has also been developed. The use of Composition Brake Blocks on wagons is being progressively increased.

(vi) Improvement in rolling stock design to reduce the impact of accidents and resultant casualties.

(vii) There has been progressive increase in use ofTieTamping and Ballast Cleaning Machines for track maintenance.Track Renewal Trains are also being used.

(viii) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(ix) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic RailTesting Cars are being procured.

(x) Training to Railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars/Workshops/field demons stations are also organized for permanent way staff from time to time to enhance/ update their knowledge.

(xi) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(xii) To keep the track in good condition, track renewals are carried out whenever it becomes due subject to availability of funds.

(xiii) Derailment prone four wheeler wagons (CRT wagons) a[r]e being phased out of service.

(xiv) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.

(xv) Fitment of micro processor control speed recorders to monitor speed of the train.

(xvi) Procurement of simulators as training aid to improve training of running staff.

(xvii) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/journals on the run.

(xviii)New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake System on wagons has also been developed. The use of Composition Brake Blocks on wagons is being progressively increased.

(xix) Improvement in rolling stock, design to reduce the impact of accidents and resultant casualties.

(xx) Patrolling of railway track by gangmen is carried at vulnerable locations during monsoon/summer and winter.

(xxi) Closer liaison is being maintained with State Police Departments, wherever required for prevention of crime on Railway tracks and bridges.

(xxii) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

The number of train accidents have come down to 414 for 2001 -02 compared to 473 in 2000-01, reflecting a decline of 12.5%.

Responsibility of High Officials for Accidents

441. SHRIDATTAMEGHE:
SHRI BHAGATRAM MANHAR:
SHRI RAJU PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have fixed responsibilities on all railway General Managers and Divisional Railway Managers in case of any of the accidents held under their areas;

(b) if so, the division-wise details of major and minor railway accidents held in the month of December, 2002 and January, 2003;

(c) the details of losses suffered in such accidents and wjiether the steps taken to control such accidents proved to be futile;

(d) whether Government propose to establish Safety organizational setup in Railways;

(e) if s,o, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Each accident is inquired into and responsibility is fixed as per the Inquiry Reports. Primary, secondary and blameworthy responsibility are fixed as brought out in the inquiry reports for lapses committed by individuals or officials immediately controlling the functional units. Safety norms include maintenance practices and standards, observance of rules and guidelines. Violation of any of these rules are identified and responsibility fixed accordingly. Stringent punishments are imposed on the officials.